Answers to Questions Submitted on February 28, 2001
SSTOU, Subarea 1, Reaches B and C Remedial Action Construction

1. Q. What is the existing elevation at the grid points?

   A. The existing elevations at grid points are not known and will not be known until the floodplain is staked. There are two sources of existing ground elevation information in the Bid Package: the aerial mapping which shows as the existing contours in the floodplain on the drawings and the ground surveys conducted during design. The ground surveys are based on test pit surface elevations and stream cross-section elevations. These, and not the aerial mapping, were used in the design to estimate the volume of tailings/impacted soil. These ground elevations were used to develop a Kriged (contoured) ground surface that was then converted to a triangulated irregular network to form the approximation of the existing surface. This surface was combined with the excavation surface for tailings/impacted soils in an earthworks program to calculate the approximate volume of waste. While the volume of waste on site is an estimation, the estimated volumes and actual volumes were very close in the Reach A Remedial Contract.

2. Q. Are railroad ties considered treated timber to be stockpiled on site?

   A. The only railroad ties the Contractor needs to be concerned with are those that may be encountered during excavation of any kind (flood plain, road building, rail loading facilities etc.). Ties encountered in the activities mentioned above are considered treated timber and will be stockpiled at a location within the boundaries of Subarea One, Reaches B and C to be determined by the Engineer. Ties located adjacent to the existing haul road (particularly in the vicinity of the Rocker Rail Yard) should not be disturbed.

3. Q. What are the TOTAL quantities for the various rock types?

   A. The rock quantities listed in the bid documents are based on the neat lines and grades on the drawings. The Contractor will be paid according to the measurement and payment descriptions in Section 20 of the Special Provisions. The Owner will not pay for excess rock placed beyond the neat lines and grades as shown on the Drawings. It is the Contractor's responsibility to provide enough rock to meet the requirements of the Drawings and Special Provisions, and Technical Specifications, accounting for volumes taken up by loss, compaction and placement beyond the lines and grades. For rock with no specific quantities listed in the Bid Form or the Special Provisions, such as Type 1 Stone for Railroad Materials Sediment Basins, quantities shall be determined from the Drawings and paid for in accordance with the Measurement and Payment provisions of the Special Provisions.

4. Q. HDPE pipe tends to bend and float at the sediment pond outlets causing flooding and berm erosion. The extra cost of anchoring the HDPE may be offset by replacing the HDPE with CMP. Is this acceptable?

   A. Please bid this item as specified.

5. Q. Will the dewatering plan allow for truck access in the floodplain?

   A. The purpose of the specified dewatering plan is to allow excavation of tailings/impacted materials and non-impacted materials to a specific depth. There is no guarantee implicit or implied that the specified dewatering will allow free movement of any specific piece of equipment. The document states that conventional construction techniques will probably not work here. Secondary haul roads may be required for truck access in the floodplain, subject to the borrow material restrictions stated in Special Provisions, Section 7(H)(3).

6.a. Q. Could you explain the difference in quantities between the amount of waste material stated for Item #10 and #15 on the Bid Form found in Section II, and between that same Item #15 and the quantities shown on pg. 29 of 88 in the Special Provisions?

A. Item 10 is the estimated amount of tailings/impacted soils in the floodplain and is correctly estimated at 351,000 cubic yards. Items 14 and 15 include the following estimated volumes:

Tailings/Impacted Soils Excavation (Bid Item 10)	351,000 cy
Instream Sediment Excavation (Bid Item 11)	1,000 cy
Railroad Waste Materials Excavation (Bid Item 24)	14,100 cy
Groundwater Dewatering Trenches excavation of non-impacted materials (not shown in Table III-7)	5,000 cy
Surface Water Diversion excavation of non-impacted materials (shown in Table III-7)	800 cy
Excavation of waste materials beneath Bridges 38 and 39 (shown in Table III-7)	400 cy
Total for Bid Items 14 and 15	372,300 cy

This is different than what is shown on the Bid Form for Items 14 and 15 and will be corrected in an Addendum to the bid package. The correct estimate of volume is 372,300 cy. The volume shown on page 29 of 88 is for tailings/impacted soil only and will be increased in the addendum to match the new volume for Items 14 and 15. The Addendum will include language to clarify that tailings/impacted soils excavation associated with the surface water diversion system is part of Tailings/Impacted Soils Excavation, Bid Item 10.

The Addendum will also clarify that all work associated with clear and grub material from the floodplain will be part of Tailing/Impacted Soils Excavation, Bid Item 10. The floodplain will be staked for tailings/impacted soils excavation prior to any disturbance and all material excavated down to the base of tailings shall be included as tailings/impacted soil. All work associated with handling of all woody vegetation in the floodplain shall also be part of Bid Item 10, even though woody vegetation quantities will not be measured. Bidders shall include costs for removing, loading, unloading and placing (in Cell B2-12) floodplain woody vegetation in the unit cost for Tailings/Impacted Soils, Bid Item 10.

6.b. Q. Should the quantities in Items #10, #11, and #24 as well as the amount of non-impacted material referred to in Section 7(I) (2), and the clear and grub material referred to in Section 7 (U) (2 & 3) ALL be included in the total amount of material to be handled under Bid Form Items #14 and #15 (Loading and Placement/Compaction in B2-12)? If so will this change the quantities for Items #14 and #15 on the Bid Form?

A. The estimated quantities for Bid Items 10, 11 and 24 and the estimated quantities for non-impacted material, including those referred to in Special Provisions Section 7(I)(2), are shown in the response to Question No. 6.a. All work associated with clear and grub material referred to in Special Provisions Section 7(U)(2) and (3) shall be part of Bid Item 34, Excavation and Placement of Non-Impacted Floodplain Materials. As clarification, it is acceptable to include grassy vegetation in the topsoil stripping and stockpiling for fill areas outside of the floodplain. All woody vegetation from outside the floodplain shall be removed, hauled to loading areas, loaded, unloaded and placed (in Cell B2-12). No measurement will be made for topsoil stripping or handling of clear and grub material at the non-impacted material fill areas, but the cost of these activities shall be included in the unit cost for Bid Item 34.

7. Q. Bid Item #32-Railroad Remediation sediment Basins lists six (6) permanent sediment basins. Table III- shows seven (7) basins. The plan sheet also shows seven (7) basins. Which is the correct number?

A. There are seven sediment basins. An addendum will be issued to address this change.

8. Q. Is the borrow material required for streambank rebuilding included in the 160,300cy shown on the Bid Form Bid Item #36?

A. No. This figure is just the expected vegetative backfill in the floodplain. Vegetative backfill in the banks is paid under Bid Items Nos. 18 and 19. Vegetative backfill at the rock stockpile is paid under Bid Item No. 41.

9. Q. What is the total acreage to be capped in the floodplain?

A. Estimated floodplain acreages are as follows:

Reach B	26.2 acres
Reach C	31.0 acres
Total	57.2 acres

10. Q. Are the dewatering trench elevations designed to dehydrate the areas for both the tailings excavation stage AND the non-impacted materials removal stage?

A. Yes.

11. Q. It appears that after tailings removal and before non-impacted material removal there will be low areas where the water will not drain. Is there any provisions for dewatering of these areas with trenches or would this be considered part of the excavation work?

A. If there are low areas that pond water following tailings/impacted soil removal and prior to non-impacted soil removal, dewatering of these areas is considered part of the work. This dewatering includes any additional small trenches that may have to be dug.

12. Q. Is the contractor responsible for any of the railroad track and tie removal associated with this project?

A. No. All railroad track and tie removal work will be the responsibility of RARUS Railway. Contractor shall give Owner adequate time to coordinate with RARUS Railway prior to work in railroad areas requiring track and tie removal.

13. Q. At the pre-bid there was not a complete engineer's estimate. What is the current estimate?

A. An Engineer's estimate has not been completed.

14. Q. The landfill has rates as high as $20.00/cy on some material. Is any material anticipated that would fall under these more expensive classes or should it stay in the $5.00 range suggested at the pre-bid?

A. Types and quantities of debris in the work areas are unknown. Some potential types of debris and their current disposal prices at the Butte-Silver Landfill are:

Passenger tires	$1.75 each
Truck tires	$4.00 each
Untreated timbers	$18.50/cubic yard
Empty drums	$1.00 each with one end removed
Appliances	$5.00 each
Commercial and demolition waste	$5.00/cubic yard

The landfill may increase rates in the future and Owner has no control over rate increases.

15. Q. Based on previous work is there any indication as to how many proctors may be required in order to meet testing specifications?

    A. It is estimated that 40 to 50 proctors will be required for the work, subject to change based on site conditions and different types of soils encountered.

16. Q. Is the owner providing all compost for the project?

    A. Yes. Owner will be providing the compost for the Gimlet Gulch Channel Reconstruction and the Deformable Channel Construction as described in the Special Provisions. Contractor shall provide adequate advance notice for Owner to procure compost from the supplier and have it delivered to a stockpile on site.

17. Q. What is the accuracy of the survey used to generate estimated yardages for tailings excavation?

    A. See response for Question No. 1.

18. Q. In the general conditions Article 11.03 (C) states; "The Unit Price of an item of Unit Price Work shall be subject to re-evaluation and upward or downward adjustment if (a) the total cost of a particular item of Unit Price Work (based on original estimated quantities) exceeds 10 percent of the original Contract Price, (b) the actual quantity of that item of Unit Price Work differs from the estimated quantity by more than 25 percent, and (c) there is no corresponding adjustment with respect to any other item of Work."

    Please clarify if (a) and (b) need to occur or if either (a) or (b) need to occur, along with (c), in order to re-evaluate for adjustment.

    Is the "original Contract Price" mentioned in the line, " exceeds 10 percent of the original Contract Price " referring to the TOTAL Overall Contract Price or the total contract price for that particular Unit Price Item?

    A. An item of Unit Price Work under Paragraph 11.03.C. of the General Conditions is subject to re-evaluation and upward or downward adjustment if (a) and (b) and (c) occur. Contract Price is a defined term under Paragraph 1.01(14). “Original Contract Price” refers to the total overall contract price, not to the price for that particular item of Unit Price Work.

19. Q. What is the average depth of tailings?

    A. The average tailings depth for Reach B is 4.0 feet (about 26.2 acres of tailings/impacted soil in Reach B). The average tailings depth for Reach C is 3.6 feet (about 31.0 acres of tailings/impacted soil in Reach C). The overall average depth is 3.8 feet.

20. Q. What is the tailings depth (i.e. height from present grade to tailings excavation grade at the following points?

E-1212350	N-744950
E-1212100	N-745000
E-1211800	N-745100
E-1211400	N-745150
E-1211000	N-745600
E-1209800	N-746050
E-1208800	N-746100

    A. Existing ground elevations at grid points have not been surveyed. Please refer to the response to Question No. 1.